

MEMO

DATE: July 7, 2005

TO: Transportation & Communications Committee

FROM: Nancy Pfeffer, Senior Regional Planner, 213-236-1869, pfeffer@scag.ca.gov

SUBJECT: Update on SCAG Goods Movement Program

SUMMARY:

There is a great deal of current interest in goods movement impacts and policy options in Southern California. This interest is coming from all levels of government, as well as from local communities that bear the impacts and from private sector companies wishing to ensure future profitability. SCAG's goods movement program has been responsive to these concerns and is in the forefront of those developing solutions to the region's goods movement challenges.

BACKGROUND:

The Committee will receive a presentation on the SCAG goods movement program that reviews recent activities, summarizes current activities, and looks forward to the next two fiscal years.

In the recent past, SCAG has worked with regional stakeholders, including the county transportation commissions (CTCs), the railroads, the ports, rail joint powers authorities, and others to develop the Southern California Regional Strategy for Goods Movement: A Plan for Action. This document, developed at the request of California Secretary of Business, Transportation & Housing Sunne Wright McPeak, identifies \$26 billion in goods movement projects needed to ensure continued trade and economic growth for the region. The document also describes the environmental mitigation efforts that must accompany these projects, and proposes several innovative types of financing mechanisms.

In February and May of this year, SCAG and the CTCs convened two Goods Movement Executive Stakeholder Roundtables. These high-level meetings resulted in several important consensus points: for example, that public-private cooperation is essential to meet the region's goods movement system needs. The Roundtables also resulted in the development of a "value matrix" conveying the ways in which goods movement system investments can provide value to both the private and the public sector, and identification of the values of greatest interest to the private sector.

In response to a follow-up request from the Secretary, SCAG again worked with the stakeholders this Spring to identify the region's high-priority goods movement projects: those that could be implemented soonest and that could provide opportunities for public-private partnerships. This process resulted in the identification of ten high-priority projects totaling \$3.75 billion: five rail projects, totaling \$2.425 billion, and five highway projects, totaling about \$1.321 billion. SCAG staff are now working to analyze the benefits of these goods movement system investments in the terms that are most important to the private sector: speed, and reliability or predictability of travel time.

This work will be coordinated with the Multi-County Goods Movement Action Plan, a collaboration among the CTCs, Caltrans, and SCAG that will begin this July with the commencement of a \$1.2 million consultant contract with Wilbur Smith Associates, leading a team that includes many of the region's recognized goods movement experts. The Multi-County effort will build on the work that has been described above. The

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duration of the effort is expected to be about 18 months to two years, and the results will feed into the 2007 Regional Transportation Plan.

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SCAG Goods Movement Program



Presented to SCAG Transportation &
Communications Committee

July 7, 2005

Recent Activities

- Nov. 04 - Feb. 05: SCAG and stakeholders develop goods movement policy paper
 - \$26 billion in projects
 - Key principles:
 - Environmental mitigation is integral
 - Find new funding sources
 - Act quickly to realize regional benefits

**Southern California
Regional Strategy
for
Goods Movement**

A Plan for Action

February 2005

Recent Activities

- Feb. 05: First GM Executive Stakeholder Roundtable
 - CTCs and SCAG
 - Consensus points:
 - Doing nothing is not an option
 - Public funds will not be sufficient
 - Private sector will pay for value

Recent Activities

Value	Metric
Speed	Delay, savings in delay
Predictability	Likelihood of on-time arrival
Productivity	Asset utilization
Safety	Accident rates (for both truck and rail)
Infrastructure quality	Pavement quality; rail infrastructure quality
Environmental	Emissions, noise, land values, habitat, water quality
Security/Disruption	Incidents, avoided loss

- May 05: Second GM Executive Stakeholder Roundtable:
 - Presented “value matrix” for comment
 - Top private-sector values:
 - Speed
 - Reliability/predictability of travel time

Current Activities

- Action Steps and Priority Projects
 - Secretary McPeak's request
 - Regional consensus on 10 projects
 - 5 rail: total \$2.425 billion
 - 5 highway: total 1.321 billion (rounded)
 - Total: \$3.75 billion (rounded)
 - Work program to develop implementation template
 - Submitted May 05

Priority Rail Projects



- Alameda Corridor East: \$900 million in grade separations
- Colton Crossing rail-rail separation
- Rail capacity enhancements \$1.2 billion
- Near-dock intermodal facility
- Santa Paula Branch Line

Priority Highway Projects

- I-710 Corridor/Gerald Desmond Bridge Gateway Program
- SR-78/Brawley Bypass
- Alameda Corridor SR-47 Expressway
- SR-91 Chokepoint Project
- SR-91 Truck Storage Lane



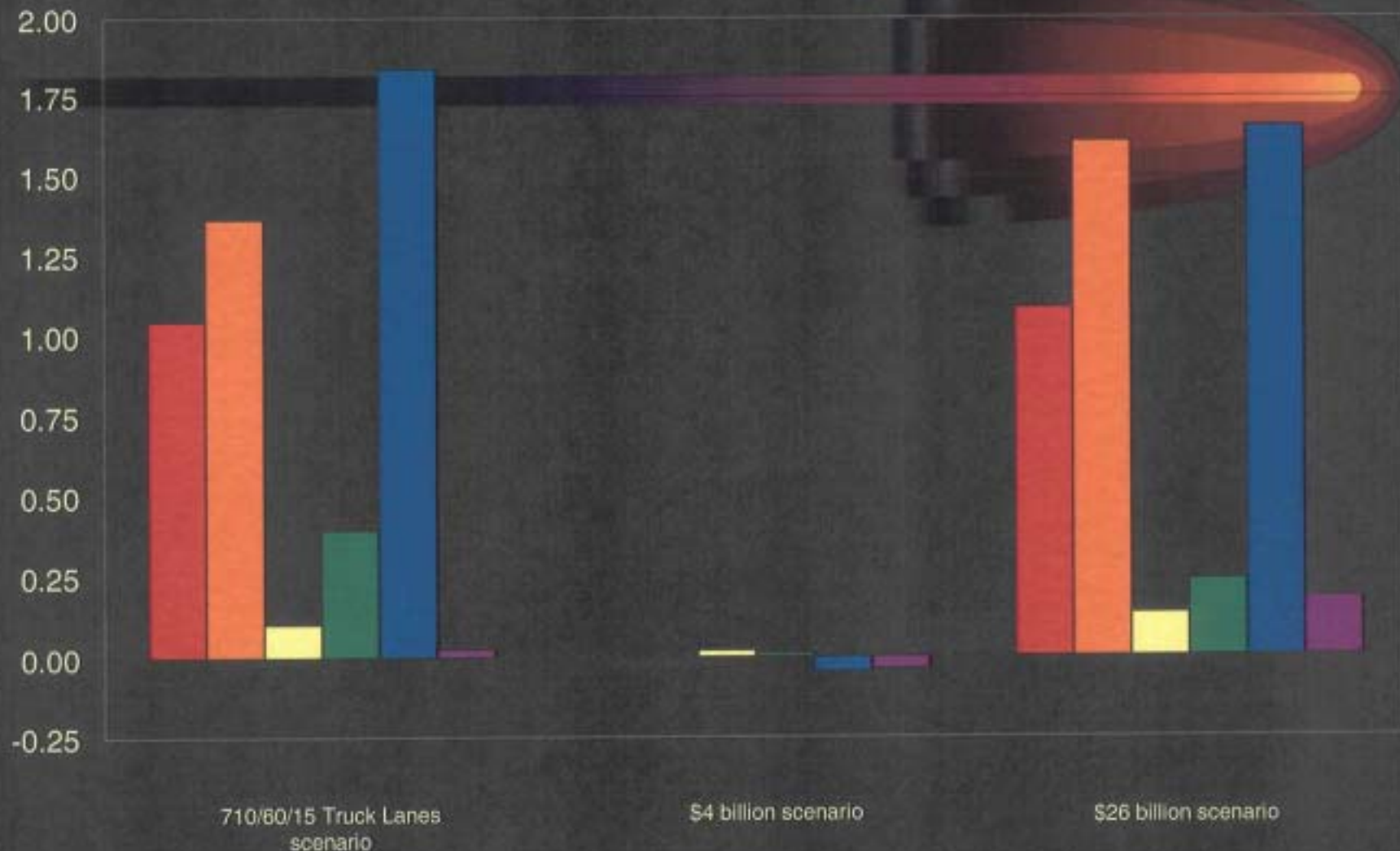
Action Steps and Priority Projects

- Intelligent Transportation Systems Enhancements
- Continued study of east-west truck lanes
- Will be coordinated with Multi-County Action Plan
- Implementation template to include financial, environmental, legislative actions
- Timeline: now through end of next FY

Example of Current Analysis

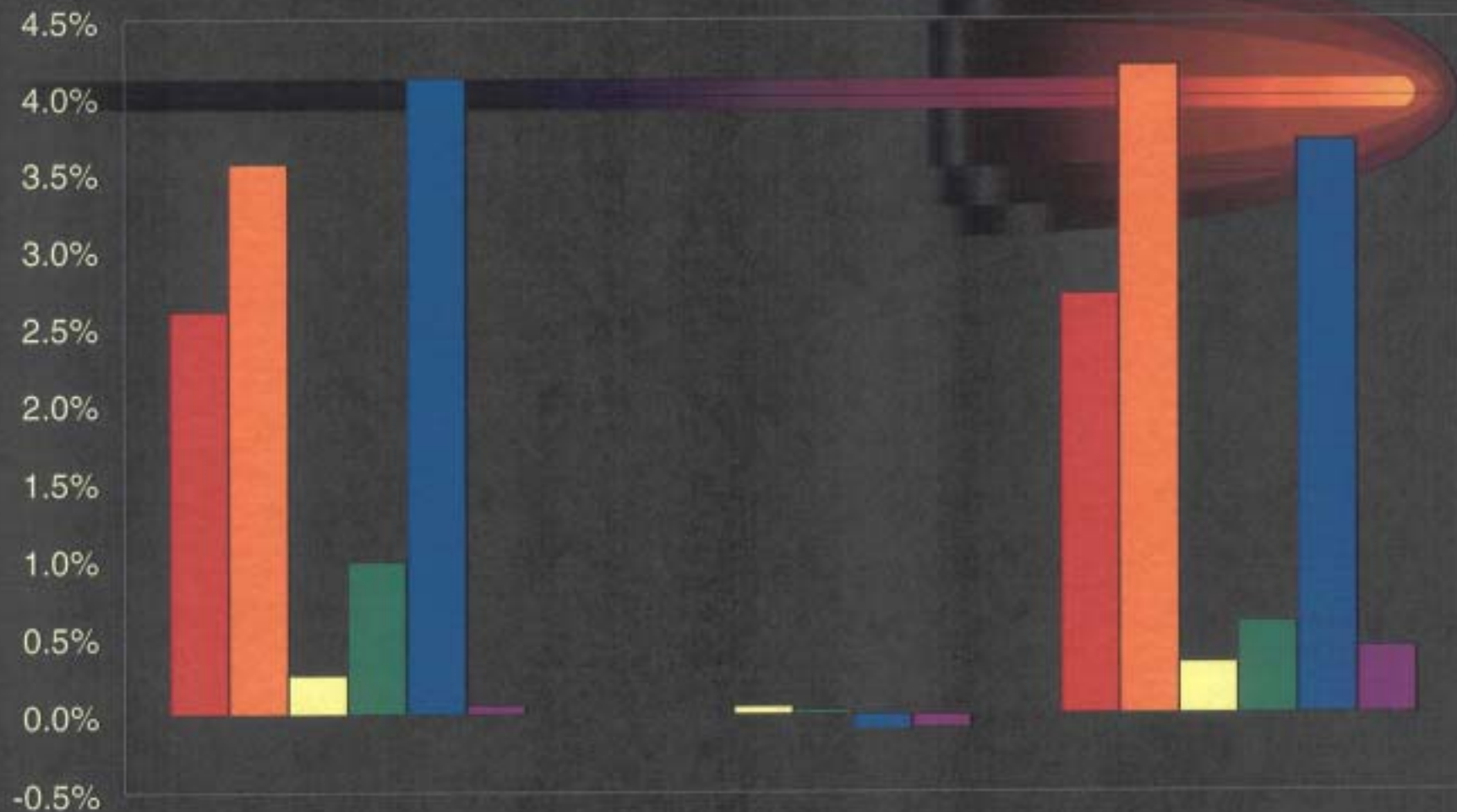
- Comparing “no-project” with
 - Investment in priority projects
 - Investment in truck lanes
 - Investment in rail capacity (not yet integrated)
 - Full \$26 billion in needed projects

Change in Daily Heavy Duty Truck Avg Speed Compared to No Project



SCAG LA OR RV SB VE

% Change in Daily Heavy Duty Truck Avg Speed Compared to No Project



710/60/15 Truck Lanes
scenario

\$4 billion scenario

\$26 billion scenario

■ SCAG ■ LA ■ OR ■ RV ■ SB ■ VE

Multi-County Goods Movement Action Plan



- Project Partners:
 - CTCs (LA, Orange, San Bern., Riv., Ventura)
 - SCAG
 - Caltrans Districts 7, 8, 11, 12
- Mission: To partner with the private sector in the development of a strategy and implementation plan for an improved regional goods movement system

Multi-County Goods Movement Action Plan



- Total funds \$1.2 million
- Wilbur Smith Associates leading team
- Timeline: by end of 2006
- Led by Steering Committee composed of partner agency senior staff
- Results to be incorporated into 2007 RTP

Next Steps

- Complete Elasticity Study and Mainline Rail Study
- Convene next Executive Stakeholder Roundtable in August
- Exploring possible institutional structures
- Expanding membership of Goods Movement Task Force
- Funding partner in Multi-County Goods Movement Action Plan

In Summary



- Focused interest in goods movement from all levels of government and the public
- SCAG's program is among the leaders in developing solutions